

ASRS Database Report Set

Bird or Animal Strike Reports

Report Set Description.....	A sampling of reports referencing a bird or animal strike incident.
Update Number.....	2.0
Date of Update	October 9, 2003
Number of Records in Report Set.....	10
Number of New Records in Report Set	50
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

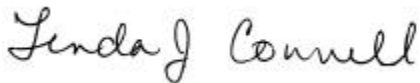
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "Linda J. Connell". The ink is dark and the signature is fluid.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Time

Date : 200106

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Operator.Common Carrier : Air Carrier

Make Model : B767 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513365

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

LOCATION: JFK RWY 13R. IMMEDIATELY AFTER TKOF, I NOTICED A MEDIUM SIZE SEA GULL IN OUR FLT PATH. I INCREASED OUR CLB SLIGHTLY TO PASS OVER THE BIRD. THE GULL PASSED JUST BELOW THE COCKPIT AND I HEARD A THUD -- SHEET METAL TYPE SOUND -- DIRECTLY BELOW THE FUSELAGE. NO DAMAGE WAS NOTED AND WE CONTINUED THE FLT. POSTFLT AND MAINT INSPECTION FOUND NO SIGN OF THE BIRD STRIKE OR DAMAGE.

Synopsis :

B767 BIRD STRIKE DURING INITIAL CLB AFTER JFK RWY 13R TKOF.

Time

Date : 200106

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SBGR.Airport

State Reference : FO

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B777 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Straight In

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Type : 772

ASRS Report : 513705

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Person / 3

Function.Flight Crew : Relief Pilot

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

AT 500 FT ON SHORT FINAL RWY 9R GRU, ENCOUNTERED FLOCK OF BUZZARDS. SAW ONE GO UNDER NOSE AND THOUGHT WE FELT IT IMPACT BELLY. AFTER PARKING AND ON POSTFLT WALKAROUND, NOTED ONE SPLATTER ON R MAIN MOUNT AND A SECOND HAD IMPACTED L LEADING EDGE SLAT. ON FINAL, ONCE THE BUZZARDS WERE SEEN, THEY DISPERSED AND WE WERE TOO CLOSE TO LNDG TO ATTEMPT AVOIDING THEM. THEN, ONE NEVER KNOWS WHERE THEY (BIRDS) WILL GO.

Synopsis :

B777 CREW HAD MULTIPLE BIRD STRIKES AT SBGR.

Time

Date : 200106

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TRK.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Super Skywagon/Stationair/Turbo Stationair 6

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 678

Experience.Flight Time.Last 90 Days : 51.9

Experience.Flight Time.Type : 219.03

ASRS Report : 514855

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

ON LNDG ROLLOUT AT TRK, A HERD OF DEER RAN INTO MY PATH. I DON'T KNOW HOW MANY HIT MY ACFT. AFTER ROLLING ONTO A TXWY AND SECURING THE ACFT, I FOUND ONE DEER DEAD ON THE RWY. DAMAGE TO THE ACFT IS STILL UNKNOWN, BUT ONE PROP BLADE WAS LOOSE IN ITS HUB. IT WAS DARK AND CLR. THE EVENT HAPPENED VERY QUICKLY, HARD TO AVOID. I (THE PLT) WAS THE ONLY PERSON ONBOARD.

Synopsis :

A C206 PLT ENCOUNTERED A HERD OF DEER ON LNDG ROLLOUT AT TRUCKEE.

Time

Date : 200106

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVD.Airport

State Reference : RI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PVD.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 21000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 16000

ASRS Report : 515159

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ACFT VIBRATION

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

AT ROTATION, I FELT AN UNUSUAL VIBRATION. FIRST THOUGHT THERE MAY BE A TIRE PROB. I ASKED PVD TWR TO CHK THE RWY FOR TIRE DEBRIS. THEY SAID THEY ONLY FOUND BIRDS ON RWY. THERE WAS ONLY A VERY LIGHT VIBRATION INFLT, SO WE CONTINUED TO DCA AFTER CONFERRING WITH DISPATCH AND MAINT. AS A PRECAUTIONARY MEASURE, WE ASKED TO HAVE EMER EQUIP STANDING BY FOR LNDG. INSPECTION CONFIRMED A BIRD STRIKE AND INGESTION WHICH SLIGHTLY BENT 2 FAN BLADES.

Synopsis :

B737-300 BIRD STRIKE DURING TKOF ROTATION. ACFT DAMAGE WAS SUSPECTED DUE TO ACFT VIBRATION. EMER EQUIP STANDBY DURING SUBSEQUENT LNDG. UPON INSPECTING ACFT, 2 ENG FAN BLADES FOUND BENT.

Time

Date : 200105

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MOB.Airport

State Reference : AL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MOB.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 4200

ASRS Report : 516585

Person / 2

Function.Flight Crew : First Officer

Person / 5

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

ON TKOF ROLL AT 120 KTS (V1 WAS 130 KTS) A LARGE BIRD WALKED DIRECTLY IN FRONT OF MY NOSE GEAR. I FELT MY NOSE GEAR HIT THE BIRD. NO ABNORMAL ENG OR ANY OTHER INDICATIONS, SO I CONTINUED THE TKOF. WITH TSTMS IN THE AREA, I DECIDED TO PUT THE GEAR UP AND CONTINUE THE FLT. AFTER AIRBORNE, I CALLED AIRLINE MAINT AND DISPATCHER AND THEY AGREED IT WAS OK TO CONTINUE TO ATLANTA, GA. NORMAL FLT, APCH AND LNDG. NOTE: AS I MADE MY LAST 90 DEG L TURN IN TO GATE XX IN ATLANTA, I LOST ALL NOSEWHEEL STEERING. MAINT CAME OUT AND FOUND THE BIRD'S REMAINS IN MY STEERING BYPASS MECHANISM. THEY CLEANED OUT THE BIRD AND TOWED ACFT IN TO THE GATE. THE L FRONT NOSE GEAR LIGHT BULB WAS BROKEN AND THE LIGHT BRACKET WAS BENT AND HAD INTERFERED WITH THE NOSE GEAR BYPASS MECHANISM. INFO: AFTER THE BIRD STRIKE ON THE GND I NOTIFIED MOB TWR TO CHK THEIR RWY FOR BIRD DEBRIS.

Synopsis :

MD88 STRIKES LARGE BIRD ON RWY DURING TKOF ROLL JUST PRIOR TO LIFTOFF RESULTING IN LOSS OF NOSE GEAR STEERING WHEN TURNING IN TO THE GATE FOR PARKING. THE ACFT'S NOSE GEAR STEERING AND LIGHT ASSEMBLY WERE DAMAGED AND BROKEN.

ACN: 517931

Time

Date : 200107

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Business

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1050

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 400

ASRS Report : 517931

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Environmental Factor

Narrative :

DEP FRG VFR APPROX XC00. REQUESTED VFR CLRNC SW TO BL. CLRED THROUGH CLASS D TO SW. INSTRUCTED TO CONTACT KENNEDY APCH. JFK APCH SWITCHED ME TO JFK TWR. CLRED INTO CLASS B OVER BEACH AND INSTRUCTED TO MAINTAIN AT OR BELOW 500 FT AND REMAIN OVER SHORELINE ON SW COURSE. A GROUP OF BIRDS IMPACTED AIRPLANE, 4 OR 5 BIRDS OR LARGE PIECES OF BIRDS HIT WINDSHIELD AND WINGS. FORWARD VISION OBSTRUCTED BY BIRD REMAINS SMEARED ON WINDSHIELD. ACFT WAS SLIGHTLY DAMAGED. I FEEL THAT 500 AGL RESTRICTION POSED A HAZARD. IN RADAR, ENVIRONMENT, SEPARATION FROM JFK TFC COULD HAVE BEEN MAINTAINED AT A HIGHER, SAFER ALTITUDE. EARLIER AT XCOO, I WAS ALLOWED TO OVERFLY JFK. THIS IS A SAFER APCH TO SEPARATION. I FEEL VFR TRANSITIONS THROUGH THIS AREA SHOULD BE REVIEWED. 500 FT OVER SHORELINE IS A HAZARDOUS AREA FOR MANY REASONS-ADD BIRD STRIKES TO THE LIST. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR DISCUSSED OTHER ALTERNATIVES THAN TO ACCEPT SHORELINE CLRNC BELOW AND OUTSIDE JFK CLASS B. HE HAD CONSIDERED DECLARING AN EMER, BUT DECIDED TO 'WORK WITH IT.' WITHIN A MIN OR SO, THE PLT ADVISED THAT HIS FORWARD FLT VISION IMPROVED AND HE PROCEEDED ON TO HIS DEST.

Synopsis :

C172 PLT ENCOUNTERS BIRD STRIKES WHILE COMPLYING WITH JFK CLASS B, OFFSHORE RTE AT 500 FT.

Time

Date : 200107

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PMDY.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 518349

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Supervisor

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : FAA

Narrative :

DURING MY YRS OF FLYING EXPERIENCE ON P-3 ORION WING COMMANDERS SQUADRON COMMANDING OFFICERS PREVENTED PLTS FROM LNDG NAS MIDWAY DURING THE ALBATROSS BREEDING SEASON EXCEPT FOR OPERATIONAL NECESSITY. I'VE HAD MANY KNOWN BIRD STRIKES OPERATING FROM MIDWAY BTWN NOV AND JUNE. THIS IS AN EXAMPLE OF TODAY'S POSSIBLE SCENARIO. I'M OVER THE PACIFIC OCEAN, AT NIGHT, SINGLE ENG, ON AN ACR FLT DIVERTING TO MY ETOPS EMER DIVERT ARPT THAT HAS FIFTEEN POUND-NINE FOOT WING SPAN FLYING OBSTACLES, WHICH FLY DAY OR NIGHT. ASSUME I INGEST AN ALBATROSS INTO MY REMAINING ENG. DO I MAKE THE RWY OR NOT? A QUESTION I'M NOT WILLING TO TEST. I HOPE ALL PARTIES READING THIS AGREE MIDWAY ISLAND PACIFIC ARPT SHOULD BE DISQUALIFIED AS AN ETOPS EMER DIVERT ARPT FROM NOV TO JUNE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: DURING CALLBACK THE RPTR SAID THAT ALBATROSS FLIES BOTH DAY AND NIGHT SO A NIGHT ARR WOULD BE THE MOST PREFERABLE. THIS IS INDICATED IN APCH CHART NOTES. THERE HAS BEEN SEVERAL EFFORTS TO RELOCATE OR GET RID OF THE BIRDS WITH NO SUCCESS. THE TOPOGRAPHY OF THE ISLAND WAS CHANGED AT ONE POINT TO PROVIDE SOARING AREAS FOR THE BIRDS AWAY FROM THE RWYS WITH LIMITED SUCCESS. THERE ARE AN ESTIMATED 1.8 MILLION OF THE BIRDS OF WHICH ONE THIRD RETURN FOR NESTING EACH YR. THE REST OF THE TIME THEY REMAIN AT SEA. ALTERNATIVE RTES ARE USUALLY AVAILABLE PROVIDING SUITABLE ETOPS ALTERNATES. THE ECONOMIC CONSIDERATION OF THESE RTES WOULD BE A FACTOR THAT MUST BE WEIGHED AGAINST THE SAFETY ISSUES.

Synopsis :

A RECOMMENDATION TO RESTRICT HENDERSON FIELD ON THE MIDWAY ATOLL (PMDY) FROM USE AN ETOPS ALTERNATE ARPT BTWN NOVEMBER AND JUNE DURING ALBATROSS BREEDING SEASON.

Time

Date : 200107

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : 1M1.Airport

State Reference : AR

Environment

Flight Conditions : VMC

Ceiling.Single Value : 3000

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Grumman American Undifferentiated or Other Model

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 225.1

Experience.Flight Time.Last 90 Days : 38.5

Experience.Flight Time.Type : 124.2

ASRS Report : 518780

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

AROUND XA45, I WAS SOLO, REGAINING NIGHT CURRENCY FOR AN UPCOMING TRIP. WINDS WERE LIGHT FROM THE S (5 KTS). TOOK OFF ON RWY 17 AFTER A BARON LANDED. FLEW NORMAL R PATTERN, LANDED RWY 17. TAXIED BACK AND TOOK OFF ON RWY 17. TURNED R XWIND RWY 17, THEN DOWNWIND RWY 23 FOR A XWIND LNDG ON RWY 23. ROLLED TO THE END OF RWY 23, TURNED AROUND AND TOOK OFF ON RWY 5. JUST AFTER ROTATING, ABOUT 4 FT UP AND AROUND 65 KTS, A DEER HIT THE L WHEEL. EVEN THOUGH THERE WAS QUITE A BIT OF RWY LEFT, I ELECTED TO CLB, TURN L XWIND FOR RWY 5, AND THEN A L BASE FOR RWY 17. I WANTED TO BE INTO THE WIND AND HAVE THE WHOLE RWY. LNDG WAS NORMAL, WHEEL AND BRAKES WORKED FINE. ONLY MINOR DAMAGE -- JUST L WHEEL FAIRING. OBSERVATIONS: 1) WE MUST DO SOMETHING ABOUT DEER ON ARPT. 2) ACTIVITY DOESN'T KEEP DEER AWAY. 3) MAKING A LOW PASS BEFORE LNDG WILL NOT SCARE THE DEER AWAY BEFORE A LNDG.

Synopsis :

GRUMMAN CHEETAH MEETS DEER ON RWY 15 1M1, AR. CHEETAH 1 -- DEER 0.

ACN: 521342

Time

Date : 200108

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORF.Airport

State Reference : VA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORF.Tower

Operator.Common Carrier : Air Carrier

Make Model : DC-9 50

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 521342

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 521343

Person / 3

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Left Engine Indications

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Declared Emergency

Resolutive Action.Flight Crew : Diverted To Another Airport

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

LARGE BIRD INGESTED INTO L ENG CAUSING COMPRESSOR STALL. LEVELED OFF AT 4000 FT, INITIATED TURN BACK TO ARPT, WHILE DECLARING EMER. (TURNED PRIOR TO RECEIVING CLRNC TO RETURN DUE TO NATURE OF EMER TO AVOID UNDUE DELAYS DURING COMS WITH ATC.) SUPPLEMENTAL INFO FROM ACN 521343: THE STENCH OF BURNING SEAGULL IMMEDIATELY FILLED THE ACFT. WE DECLARED AN EMER AND RECOVERED UNEVENTFULLY AT ORF.

Synopsis :

A DC9-50 ON TKOF CLB AT 500 FT L ENG INGESTED A LARGE BIRD CAUSING COMPRESSOR STALLS. DECLARED EMER AND DIVERTED.

Time

Date : 200108

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MCI.Airport

State Reference : MO

Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : MCI.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1900

ASRS Report : 523066

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 165

Experience.Flight Time.Type : 5000

ASRS Report : 523067

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON CLIMB OUT PASSING 13000 FT 280 KTS, THE LEFT (#1) ENGINE STALLED AN ROLLED BACK. AN IN FLT EMER WAS DECLARED WITH KANSAS CITY DEP AND RETURN TO KMCI INITIATED. THE SEVERE DAMAGE, ENGINE FAILURE, SEPARATION CHECKLIST WAS COMPLETED. KANSAS CITY APCH PROVIDED EXCELLENT VECTORS TO A FINAL APCH TO RWY 19R. DURING THE LANDING FLARE AND TOUCHDOWN SEVERAL BIRDS STRUCK THE RIGHT (#2) ENGINE, WING AND STABILIZER. ROLLOUT WAS NOT EVENTFUL. THE FIRE DEPT CONFIRMED NO ABNORMAL INDICATIONS AND WE TAXIED TO THE GATE. SOME AIRSPEED DEVIATIONS MAY HAVE OCCURRED DURING THE DESCENT. NON-STD TURN RATES WERE USED WHILE MANEUVERING TO THE FINAL APCH COURSE. AN FAA INSPECTOR MET THE ACFT.

Synopsis :

A B737-300 FLT LOSES ITS #1 ENG IN CLIMB OUT AND IS FORCED TO RTN/LAND, DURING WHICH TIME SEVERAL BIRD STRIKES ARE NOTED ON APCH TO MCI, MO.

Time

Date : 200109

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PKB.Airport

State Reference : WV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PKB.Tower

Make Model : Baron 58/58tc

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 9945

Experience.Flight Time.Last 90 Days : 126

Experience.Flight Time.Type : 2500

ASRS Report : 524062

Person / 2

Function.Controller : Local

Person / 3

Function.Oversight : Airport Manager

Events

Anomaly.Non Adherence.Other : MAINT INSPECTION

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DURING THE LNDG PHRASE AT PKB ARPT, RWY 3, MY BE58 BARON COLLIDED WITH A DEER. SEVERAL DEER WERE ON THE R SIDE OF RWY 3 IN THE GRASS AREA MANY YARDS AWAY, NOT AN UNCOMMON SIGHT AT PKB. I'VE NOTED THIS MANY TIMES BEFORE, BUT THEY ALWAYS STAYED THERE IN THE PAST. AT TOUCHDOWN, 2 DEER STARTED TO CROSS IN FRONT OF ME FROM R TO L. ONE TURNED AWAY, AND WAS NOT A FACTOR. THE OTHER, HOWEVER, CONTINUED ON ITS COURSE ACROSS THE RWY AT FULL SPD. AT THIS POINT, A GAR MANEUVER OR ANY DIRECTIONAL DEV TO AVOID THE DEER WAS DEEMED TO BE TOO RISKY, FOR FEAR OF HITTING EVEN HARDER UNDER FULL PWR AND LOSING TOTAL CTL. MY PLANE STRUCK THE DEER IN WHAT I BELIEVED TO BE THE UNDERSIDE OF THE L WING, OUTBOARD OF THE L ENG NACELLE. UPON ARR AT THE RAMP, I DEPLANED MY 2 PAX AND VISUALLY INSPECTED THE ACFT. THERE WAS BLOOD AND SMALL AMOUNTS OF TISSUE ON THE UNDERSIDE OF THE WING. THE ONLY DAMAGE VISIBLE, WAS A BENT TIE-DOWN RING. I INSPECTED THE PROP, ENG NACELLE AND ALL AREAS ON THE L SIDE OF THE ACFT, AND FOUND NO OTHER DAMAGE. I COMPLETED AN EXTENSIVE RUN-UP GND CHK AND FOUND EVERYTHING NORMAL. I HAD 2 PAX ABOARD UPON LNDG AT PKB AND PICKED UP ANOTHER ONE FOR A CONTINUING FLT TO CMH. THE PAX WERE ANXIOUS TO LEAVE, DUE TO A MEETING IN COLUMBUS. WE THEN CONTINUED ON TO CMH, AND RETURNED LATER IN THE DAY TO PKB AND CRW, OUR POINT OF ORIGIN. AT THE SECOND LNDG AT PKB, THE TWR CTLR INFORMED ME (DURING TAXI FOR TKOF WHEN ALMOST TO THE RWY) THAT THE ARPT MGR HAD REQUESTED I CONTACT HER TO FILE A SIT FORM. I TOLD HIM I WOULD PHONE HER UPON ARR BACK AT CRW AND COMPLY BY FAX OR WHATEVER METHOD PREFERRED. IT WAS THEN THAT I LEARNED THE DEER HAD BEEN SEVERED INTO 2 PIECES. ALTHOUGH THERE WAS NO ENG STOPPAGE, AND NO VISIBLE DAMAGE TO THE PROP, I REALIZED THE POSSIBILITY OF A PROP STRIKE AT THAT TIME. HAD I CONCLUDED THIS BEFORE DEPARTING PKB THE FIRST TIME, I WOULD HAVE TERMINATED THE FLT UNTIL A CHKOUT BY MAINT. THE CURE: CREATE A BETTER RESTRAINING SYS (FENCE) TO HELP KEEP DEER OFF THE ARPT.

Synopsis :

A BE58 ENCOUNTERED A DEER ON LNDG ROLLOUT AT PKB ARPT, WV.

Time

Date : 200109

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Operator.Common Carrier : Air Carrier

Make Model : A320

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18600

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 450

ASRS Report : 524353

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

BIRD STRIKE ON LIFTOFF AFTER VR. INGESTED APPROX 3 BIRDS, ENG DAMAGE SUSPECTED, VIB HIGH, PWR IDLE, EMER DECLARED, RETURNED TO LAND, KEEP R ENG AT IDLE. OVERWEIGHT LNDG, HOT BRAKE, RIGHT OB, TOWED IN, TIRE DEFLATED ON TOW. OBSERVATION: OUTSIDE OF NORMAL EMER PROCS BECAUSE WASN'T ENG FIRE OR FLAMEOUT CAUSED SMALL COMMUNICATION PROBLEMS WITH FO -- FO A LITTLE UNSURE AS TO HOW FLY AIRCRAFT. FAILED TO FLY SINGLE ENG CLB SPD. GOT FAST ON LEVEL OFF HAD TO CORRECT AUTO PILOT PROCEDURE -- OTHER THAN VERY LOUD VIBRATION SOUND, HIGH FREQUENCY, THERE WASN'T AN IMMEDIATE SENSE OF SOMETHING AS BAD AS BIRD STRIKE WHICH DAMAGED 4 FAN BLADES, TOP 3 INCHES OF TWO BLADES BENT 90 DEGREES. WAS SURPRISED NOT MORE SHAKING KIND OF VIBRATION. SHOULD HAVE USED MORE REVERSE ON REMAINING ENG. WAS THINKING LESS CHANGE OR YAW AND HAD 12000 FT, MIGHT NOT HAVE GOTTEN HOT BRAKE IF I HAD USED MORE REVERSE.

Synopsis :

AN A320 PIC RPT ON THE PROBS WITH ADAPTING TO AN ENG FAILURE ASSOCIATED WITH A BIRD STRIKE VS A NORMAL INFLT ENG SHUTDOWN WHILE DEP DTW, MI.

ACN: 524453

Time

Date : 200109

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FKL.Airport

State Reference : PA

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Maule Aircraft Corp Undifferentiated or Other Model

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 107

Experience.Flight Time.Type : 107

ASRS Report : 524453

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING A MAULE AND LANDING AT FKL. THE WX WAS VFR, AWOS REPORTED WINDS OF 160 DEGS AT 10 KTS. RWY 20 WAS IN USE. UPON TOUCHDOWN IN A THREE POINT ATTITUDE, THE ACFT WAS IN CTL. WHEN THE AIRSPEED WAS APPROX 15 KTS, MY PAX SAID GND HOG. I THEN LOOKED TO MY RIGHT AND SAW A GND HOG NEAR THE CENTERLINE MOVING TOWARDS US. I APPLIED FULL LEFT BRAKE IN HOPE TO AVOIDING THE GND HOG. THIS INDUCED A GND LOOP WHICH RESULTED IN THE LEFT WING TIP BEING DRAGGED INTO THE GND. NO ONE WAS HURT AND THE ACFT WAS SHUTDOWN. I HAVE TWO NAMES OF PEOPLE WHO WITNESSED THE GND HOGS ON THE RWY. I BELIEVE THAT THE INDUCED GND LOOP WAS BETTER THAN STRIKING A GND HOG WITH THE PROP. THIS MAY OF RESULTED IN THE ACFT FLIPPING OVER. I BELIEVE I EXERCISED THE RIGHT JUDGMENT IN THIS SIT.

Synopsis :

A MAULE ROCKET CFI INCURS A GND LOOP DURING HIS LNDG ROLL WHEN AVOIDING A GND HOG ON THE RWY AT FKL, PA.

Time

Date : 200109

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 450

ASRS Report : 524460

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Narrative :

ON TKOF FROM BOS RWY 22R, AT ROTATION FELT YAW TO LEFT. THOUGHT WE HAD HIT SOMETHING, BLOWN TIRE, OR HAD COMPRESSOR STALL ON #1. STAYED IN AREA TO ASSESS PROBLEM. FLT ATTENDANT REPORTED PAX REPORTED SMOKE AND FIRE FROM LEFT SIDE. PRECAUTIONARY SHUTDOWN OF #1 ENGINE. NEVER RAISED GEAR BECAUSE OF POSSIBILITY THAT PROBLEM WAS THAT WE HIT SOMETHING. LOW PASS OVER RWY FOR GER INSPECTION. CHECKED OK. LANDED OK. SUBSEQUENT INVESTIGATION REVEALED BIRD TO #1 ENG.

Synopsis :

A B757 PIC PERFORMS A TWR FLY-BY FOR GEAR INSPECTION AFTER AN INFLT ENG SHUT DOWN CREATED BY A BIRD STRIKE AT BOS, MA.

ACN: 525989

Time

Date : 200110

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 1.2

Experience.Flight Time.Type : 450

ASRS Report : 525989

Person / 3

Function.Oversight : Airport Manager

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

UPON LNDG, DURING THE ROLLOUT, 2 DEER RAN FROM THE L TO THE R, ACROSS THE RWY. WE SAW THE DEER APPROACH, AND WE APPLIED MAX BRAKING. 1 DEER RAN INTO THE PROP, KILLING IT INSTANTLY. THE ARPT IS NOT ATTENDED AT NIGHT, SO WE REMOVED THE DEER REMAINS FROM THE RWY, AND NOTIFIED THE ARPT THE NEXT DAY. THE ACFT WAS LEFT WITH A REPAIR SHOP ON THE ARPT FOR INSPECTION. THERE APPEARED TO BE NO DAMAGE TO THE ACFT. OUR RAPID APPLICATION OF MAX BRAKING KEPT THIS A MINOR EVENT. THE EVENT TOOK PLACE AT NIGHT AND WE ONLY HAD ABOUT 1.5 - 2 SECONDS TO RESPOND. THE WARNING ABOUT DEER APPEARS IN NUMEROUS ARPT DIRECTORIES. IF THE DEER ARE THIS MUCH OF A PROB, THERE MUST BE A WAY TO MITIGATE THE SIT. BETTER FENCE OR METHODS TO SECURE THE DEER SHOULD BE EMPLOYED. IF THIS HAD BEEN AN ACR FLT (IE, TURBOPROP) THIS EVENT COULD HAVE BEEN MUCH WORSE. INSTEAD OF JUST RPTING THIS AS A PROB, A SOLUTION SHOULD BE FOUND TO END THE DEER PROB.

Synopsis :

A C172 PLT ENCOUNTERED 2 DEER ON LNDG ROLLOUT, STRIKING ONE WITH THE PROP.

Time

Date : 200110

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GRB.Airport

State Reference : WI

Environment

Flight Conditions : VMC

Ceiling.Single Value : 10000

Aircraft / 1

Controlling Facilities.Tower : GRB.Tower

Operator.Common Carrier : Air Taxi

Make Model : IAI1124/1124a/Westwind

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2650

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 800

ASRS Report : 527519

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Rejected Takeoff

Resolutive Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE DEPARTING GREEN BAY, WI, WITH 4 PAX FOR A NON-STOP FLT TO SANTA MONICA, CA. WE WERE ASSIGNED RWY 18 FOR DEP. I BELIEVE WE WERE THE FIRST ACFT ASSIGNED THIS RWY, AS PRIOR TO THIS, I HAD NOTICED ACFT DEPARTING RWY 24. WITH FULL FUEL AND 4 PAX, OUR CALCULATED TKOF WT WAS 22800 LBS, WHICH IS CLOSE TO MAX GROSS TKOF WT OF 23500 LBS. OUR CALCULATED BALANCED FIELD LENGTH, FACTORING IN THE WET RWY, WAS 6000 FT. RWY AVAILABLE WAS 8200 FT. TKOF WAS INITIATED AND EVERYTHING PROCEEDED NORMALLY UNTIL THE FO CALLED 'V1,' AT WHICH TIME I SPOTTED A LARGE FLOCK (50-100) OF SEAGULLS IMMEDIATELY AHEAD ON THE RWY AND IN THE AIR ABOVE THE RWY. REALIZING THAT A TKOF WOULD HAVE PUT ME IN THE 'THICK' OF THE BIRDS, I DECIDED TO STAY ON THE GND AND ATTEMPT TO GO UNDER THEM. UNFORTUNATELY, THIS DID NOT WORK AND WE TOOK A DIRECT HIT TO THE R WINDSHIELD. WE ALSO HAD A THUMP FROM THE REAR OF THE ACFT. AT THIS POINT, SEEING THAT WE STILL HAD PLENTY OF RWY LEFT, I ELECTED TO ABORT, AS I FELT A TKOF WOULD HAVE CAUSED FURTHER STRIKES. WE INITIATED THE ABORT WHICH WAS SUCCESSFUL, ALTHOUGH WE USED ALL THE AVAILABLE RWY. AFTER RETURNING TO THE FBO, WE ASSESSED THAT 1 BIRD HAD HIT OUR WINDSHIELD AND THE REMAINDER OF THE CARCASS HAD HIT THE TAIL. THE ACFT SUFFERED NO DAMAGE APART FROM THE NEED TO REPLACE THE R BRAKE DUE TO OVERHEATING. AND THERE WERE NO INJURIES. IN THE FUTURE, I WOULD RECOMMEND ALL PLTS TO BE VERY AGGRESSIVE IN AN ABORT. IF I HAD DONE SO INITIALLY, IT WOULD NOT HAVE RESULTED IN USING UP SO MUCH RWY. ALSO, ARPT MGMNT SHOULD MAKE IT A POLICY OF HAVING A PATROL CAR INSPECT RWYS BEFORE ASSIGNING THEM FOR USE BY ACFT.

Synopsis :

A WW24 CREW, DEPARTING GRB, ENCOUNTERED A FLOCK OF SEAGULLS ON TKOF ROLL, SPAWNING A REJECTED TKOF.

Time

Date : 200111

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Controlling Facilities.ARTCC : ZUA.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B737-800

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 20000

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 700

ASRS Report : 530011

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

ITEMS A/C DISCREPANCIES WHICH WERE NOTED ON ARR ZZZ1 AND DISCUSSED WITH ONBOARD MECH (NO STATION MAINT IN ZZZ1). WERE WRITTEN UP AS STATION ZZZ1 ON MAINT LOGBOOK ON GND ZZZ1 OR ENRTE ZZZ2 AND MECH WAS NOT AWARE OF WRITE-UPS UNTIL AFTER ARR ZZZ2. ALL ITEMS WERE DEFERRABLE AND NOT SAFETY OF FLT WITH POSSIBLE EXCEPTION OF BIRDSTRIKE ON ARR ZZZ1. SHOULD HAVE WRITTEN UP IN ZZZ1 FOR SIGNOFF/PLACARDING PRIOR TO DEP. MY FATIGUE AT THAT POINT OF TRIP MAY HAVE CONTRIBUTED TO MY ERROR AS WELL AS ANXIETY ABOUT GETTING LATE TRIP BACK ON SCHEDULE AND SAVING TIME ON TKK STOPOVER.

Synopsis :

A B737-800 WAS DISPATCHED IN NON COMPLIANCE WITH AN OPEN LOGBOOK ITEM ON A BIRDSTRIKE ON APCH.

Time

Date : 200111

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Environment

Flight Conditions : IMC

Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : EMB ERA 145 ER&LR

Mission : Passenger

Flight Phase.Descent : Approach

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 16700

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1540

ASRS Report : 530073

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Executed Go Around

Resolutory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Environmental Factor

Narrative :

ON CONVERGING ILS RWY 13R AT DFW, FO GOT APCH LIGHTS AT +/-800 FT AGL. HE CALLED BIRDS AT 12-1 O'CLOCK POS, AT +/-500 FT. I SAW LARGE, STRUNG OUT, FLOCK OF SMALL, BLACK SPARROWS FROM MY 10-1 O'CLOCK POS, SLIGHTLY BELOW US, TO ABOVE US AT 1 O'CLOCK POS. (BELOW US AT 10 O'CLOCK POS) AS WE WERE DSNDING, 1 DOT ABOVE GS FOR B767 WAKE AVOIDANCE, IT APPEARED WE WERE ABOUT TO HIT THIS LARGE FLOCK OF BIRDS (MOVING FROM L TO R). I TURNED R 15 DEG BANK AND NOSED ACFT DOWN TO AVOID BIRDS. APCH WAS NOT STABLE ANY LONGER, SO I WENT AROUND. FO AND I CALLED TWR DFW 4 TIMES TO ADVISE OF GAR, NO ANSWER. TWR CALLED WITH QUESTION, 'ACR ARE YOU GOING AROUND?' WE SAID, 'YES, TRIED TO CALL YOU!!!' POSTFLT REVEALED THAT WE MISSED ALL BIRDS.

Synopsis :

EMB145 CREW MANEUVERED TO AVOID BIRDS ON FINAL APCH AT DFW.

Time

Date : 200111

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier

Mission : Freight

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8900

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 800

ASRS Report : 530498

Person / 2

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 500

ASRS Report : 530494

Person / 4

Function.Controller : Approach

Person / 3

Function.Flight Crew : First Officer

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

TURNING A 10 MI FINAL FOR VISUAL APCH TO RWY 9 AT MEM, ACFT ENCOUNTERED A FLOCK OF LARGE WHITISH BIRDS. WITH NO TIME TO EVADE, MULTIPLE BIRD STRIKES OCCURRED. 1 OR MORE BIRDS IMPACTED JUST BELOW CAPT'S L1 WINDOW AND SUBSEQUENTLY PIERCED THE FUSELAGE AND REMAINS ENTERED THE COCKPIT UPON SHATTERING THE PLASTIC WALL LINER JUST OUTBOARD OF FORWARD INST PANEL. CAPT, AND FO TO MUCH LESSER EXTENT, WAS HIT BY REMAINS AND PLASTIC DEBRIS. IN ADDITION, UPON POST-LNDG INSPECTION, 2 BIRDS PENETRATED THE LOWER SURFACE OF THE R WING AT MIDPOINT JUST BEHIND SLATS. IT ALSO APPEARED 1 BIRD IMPACTED WING/KRUGER FLAP INBOARD ALSO. ACFT WAS CLEAN CONFIG AND 250 KTS. NO ENGS DAMAGED TO MY KNOWLEDGE AS NO PWR LOSS. SUPPLEMENTAL INFO FROM ACN 530494: ESTIMATED 25-30 BIRDS AT APPROX 1800 FT AGL -- CLOSE TO THE MISSISSIPPI RIVER. WE WERE AT APPROX 250 KTS, CLEAN WHEN WE HIT THE BIRDS.

Synopsis :

A B722 CREW, ON FINAL TO MEM, ENCOUNTERED A FLOCK OF BIRDS, DAMAGING ACFT.

Time

Date : 200111

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : Light Transport, High Wing, 2 Turboprop Eng

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12200

Experience.Flight Time.Last 90 Days : 174

Experience.Flight Time.Type : 4546

ASRS Report : 530514

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

AFTER SETTING TKOF PWR (FO), 70 KIAS CALL MADE. APPROX 2-3 SECONDS AFTER, AT APPROX 90 KIAS, I WAS LOOKING AT INSTS TO DETERMINE AND CALL 'ROTATE.' FO STATED 'SOMETHING ON, OR DEER ON RWY.' FO SWERVED TO THE L TO TRY TO MISS THE DEER. I CALLED 'ABORT, MY AIRPLANE,' UNFORTUNATELY, RIGHT AFTER WE FELT AND HEARD SOMETHING HIT R SIDE OF ACFT. WE COMPLETED THE REJECTED TKOF PROC, CAME TO A STOP AND WERE ABLE TO CLR THE RWY UNDER OUR OWN PWR. AFTER EXITING RWY, WE CHKED ENG INSTS AND FOUND NO ABNORMALITIES OR VIBRATIONS, SO TAXIED IN ON OUR OWN PWR. FO CONTACTED ZSE AND TOLD CTLR OF THE ABORT. HE ALSO INFORMED THE PAX OF WHAT HAPPENED. WE DEPLANED THE PAX THROUGH NORMAL EXIT AT THE GATE. WE THEN INSPECTED ACFT AND NOTED DEER IMPACT TO THE R LNDG GEAR INCLUDING SOME HYD FLUID ON GND AND PROBS WITH GEAR HYD LINES.

Synopsis :

A LIGHT TRANSPORT TURBOPROP ON TKOF ROLL AT 70 KTS STRUCK A DEER AND REJECTED THE TKOF. INCURRED R MAIN GEAR DAMAGE.

ACN: 530729

Time

Date : 200111

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : AFJ.Airport

State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate

Make Model : Light Transport, Low Wing, 2 Turbojet Eng

Mission : Business

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 10500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 4500

ASRS Report : 530729

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : FAA

Narrative :

ON LNDG AT WASHINGTON COUNTY, PA ARPT APPROX 6-7 DEER CROSSED THE RWY. ALL CLRED EXCEPT 2 SMALL DEER AND WERE STRUCK BY ACFT L FLAP, CAUSING COMPLETE DESTRUCTION OF FLAP. OCCURRENCE WAS APPROX 2000 FT FROM TOUCHDOWN ON RWY. ATTEMPT MADE TO AVOID DEER, BUT WAS NOT SUCCESSFUL.

Synopsis :

AN LTT CREW ENCOUNTERED 6 OR 7 DEER ON LNDG ROLLOUT AT AFJ.

Time

Date : 200112

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11400

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 2300

ASRS Report : 532981

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

ON THE MORNING OF DEC/XXA/01, AFTER TKOF AND DURING INITIAL CLB, FLT XXX DFW-ZZZ, ENCOUNTERED SMALL NUMBER OF BIRDS. BIRDS MAY HAVE BEEN STARLINGS OR ABOUT THAT SIZE FOUL. BIRD IMPACTED CAPT'S SIDE DIRECT VIEW WINDOW JUST BELOW WINDSHIELD WIPER. THE BIRD HIT ON SHEET METAL PORTION OF NOSE. CONTINUED FLT UNEVENTFULLY TO LAS.

Synopsis :

A B757 CREW, DEPARTING DFW, ENCOUNTERED A SMALL FLOCK OF BIRDS DURING INITIAL CLB, FLT CONTINUED TO DEST.

Time

Date : 200112

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MWA.Airport

State Reference : IL

Environment

Flight Conditions : IMC

Ceiling.Single Value : 300

Aircraft / 1

Controlling Facilities.Tower : MWA.Tower

Operator.Common Carrier : Air Carrier

Make Model : Jetstream 32

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3200

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2000

ASRS Report : 533092

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Diverted To Another Airport

Resolutory Action.Flight Crew : Landed As Precaution

Resolutory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

TAKING OFF RWY 2 IN MWA WE HIT 9 SEAGULLS AT 30 FT AGL, AT WHICH POINT WE LOST OUR CRITICAL RIGHT ENG. WX WAS 300 OVC, 1 3/4 SM VISIBILITY, WE DIVERTED TO CGA DUE TO WX AND POSSIBILITY AT HITTING ANOTHER BIRD (FLOCK OF SEAGULLS WAS VERY LARGE MORE THAN 200 BIRDS!) GREAT CRM AND VERY HELPFUL TWR CTLR TURNED THIS EMER INTO A NON EVENT.

Synopsis :

A JS32 CREW, DEPARTING KMWA, ENCOUNTERED A FLOCK OF SEAGULLS ON DEP, RENDERING THEIR RIGHT ENG INOP.

Time

Date : 200112

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Environment

Flight Conditions : VMC

Ceiling.Single Value : 4200

Aircraft / 1

Controlling Facilities.Tower : MSP.Tower

Operator.Common Carrier : Charter

Make Model : Gulfstream IV

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1500

ASRS Report : 533778

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4845

Experience.Flight Time.Last 90 Days : 135

Experience.Flight Time.Type : 285

ASRS Report : 534098

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Miss Distance.Vertical : 500

Miss Distance.Horizontal : 3600

Supplementary

Problem Areas : Airport

Problem Areas : Maintenance Human Performance

Narrative :

JUST PRIOR TO TOUCHDOWN, IN FLARE, TWR CTL ISSUED US AN ORDER TO GO AROUND. PNF CONFIRMED VERBALLY THE GAR ORDER AND THE PF ADDED PWR FOR THE GAR PROCESS. AT THE SAME TIME, THE PNF CONFIRMED THE REASON FOR THE GAR AS A RWY INCURSION BY A GND VEHICLE. THE POINT OF GAR HAPPENED AT APPROX 'A3' AND THE VEHICLE WAS JUST PASSING THE 'HOLD SHORT MARKINGS' AT TXWY D AND RWY 30L IN AN ATTEMPT TO CROSS R TO L ON THE RWY. A TWR SPOKESPERSON ESTIMATED THERE WAS 3600 FT BTWN WHERE WE WERE ISSUED THE GAR AND WHERE THE VEHICLE CROSSED THE RWY. THE VEHICLE DID CROSS THE RWY CHASING A DOG AND SHORTLY THEREAFTER COMMITTED ANOTHER RWY INCURSION BY XING THE SAME RWY IN ITS ATTEMPT TO CATCH THE DOG. THE VEHICLE WAS AN ARPT VAN USED AS 'EQUIP SVCS PERSONNEL,' FOR PET TRANSPORT. I WAS INFORMED THAT THE DRIVER WAS AN ARPT EMPLOYEE. OUR MAIN WHEELS DID TOUCH THE RWY DURING THE TIME PWR WAS ADDED. WE FOLLOWED THROUGH WITH THE GAR SINCE PROPER SPDS WERE ATTAINED. THE DISTANCE BTWN OUR AIRPLANE AND THE GND VEHICLE WAS APPROX 3600 FT. BOTH THE PNF AND PF HAD NO DOUBT THAT A SUCCESSFUL GAR WOULD HAPPEN WITH PLENTY OF ROOM TO CLR THE VEHICLE. LATER, WE WERE GIVEN A PHONE NUMBER BY THE APCH CTL TO CONTACT THE TWR AFTER LNDG.

Synopsis :

G4 SP FLC AT MSP BRIEFLY TOUCHED DOWN AFTER BEING INSTRUCTED TO GO AROUND BECAUSE OF A VEHICLE XING THE RWY. THE ACFT CROSSED OVER THE VEHICLE BY APPROX 500 FT.

ACN: 536676

Time

Date : 200201

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : AVL.Airport

State Reference : NC

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Mission : Business

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2500

ASRS Report : 536676

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Narrative :

ON LNDG IN AVL, STRUCK COYOTE ON RWY AT APPROX 90 KTS. CFR CLRED REMAINS OF ANIMAL OFF OF RWY.

Synopsis :

A CL65 HITS AND KILLS A COYOTE DURING AN EARLY DAWN LNDG AT AVL, NC.

Time

Date : 200202

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BNA.Airport

State Reference : CA

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : IMC

Ceiling.Bound Lower : 100

Ceiling.Bound Upper : 400

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : BNA.TRACON

Controlling Facilities.Tower : BNA.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 537411

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 3600

ASRS Report : 537412

Person / 4

Function.Controller : Local

Person / 3

Function.Controller : Approach

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

SHOT APCH TO RWY 2L AND LANDED ON RWY 2L RATHER THAN RWY 2C, WHICH WE WERE CLRED FOR APCH AND LNDG. APCH CTL TOLD US TO EXPECT RWY 2C. WE BRIEFED THE APCH FOR RWY 2C. FO TO FLY AND LAND, CAPT TO MONITOR APCH ON HUD (HGS). ON VECTOR TO FINAL, FO PUT ILS FREQ FOR RWY 2L INTO HIS NAVAID. CAPT STAYED ON VOR FREQ TO PROVIDE DME. I WAS ALSO CONCERNED ABOUT 2 TCASII TARGETS THAT SEEMED RELATIVELY CLOSE (BEHIND US). APCH CTL CLRED US TO SHOOT THE RWY 2C APCH, CAUTION FOR LARGE FLOCK OF BIRDS. I ENSURED RADAR WAS ON TO ASSIST WITH WX AND POSSIBLY BIRD AVOIDANCE. APCHING GS INTERCEPT, I PLACED THE FREQ INTO CAPT'S ILS NAV, TO MATCH THE FREQ BEING USED TO FLY THE APCH BY THE FO. MY CRITICAL MISTAKE WAS TO NOT IDENT THE ILS FREQ. ALTHOUGH I WAS AS DISTR BY TCASII, BIRDS AND WX, I NEGLECTED TO XCHK ILS FREQ IDENT THE FREQ. WE BROKE OUT ABOUT 500 FT AGL AND LANDED ON THE ONLY RWY THAT WAS STRAIGHT AHEAD AND IN SIGHT. UPON TOUCHDOWN, I REALIZED WE WERE ON RWY 2L INSTEAD OF RWY 2C. I RPTED IT TO THE TWR FOR SAFETY SAKE. TWR SAID THEY KNEW AND NO PROB. I CALLED TWR ON THE TELEPHONE. THEY SAID THE APCHS TO RWY 2C AND 2L ARE TOO CLOSE TO NOTICE IF ACFT ALIGNED WITH WRONG RWY. THEY DID SEE US VISUALLY, UPON BREAKOUT OF THE WX, AND DECIDED TO LET US LAND BECAUSE NO CONFLICT EXISTED. THE TWR SAID THEY WERE PLANNING NO ACTION AND IT WAS A NON-ISSUE. THE BNA TWR MADE THE CONSCIOUS DECISION TO LET US LAND RATHER THAN ISSUE A GAR. LESSONS LEARNED: DISTRS INTERFERED WITH PERFORMING MY JOB, BY ME NOT IDENTING CORRECT ILS FREQ. ENTIRE EVENT WOULD NOT HAVE OCCURRED IF I HAD PERFORMED MY JOB SAFELY. I WISH BNA TWR COULD HAVE MONITORED OUR APCH BETTER. SUPPLEMENTAL INFO FROM ACN 537412: BRIEFED INST APCH FOR RWY 2C AT BNA, BUT FLEW AND LANDED ON RWY 2L. FAILED TO PUT IN CORRECT ILS FREQ FOR THE PROPER RWY. CORRECTIVE ACTION: DOUBLECHK ILS FREQ WITH APCH PLATE AND DO A BETTER JOB TUNING AND IDENTING THE PROPER FREQ.

Synopsis :

A B737-300 CREW, ON APCH TO BNA, LANDED ON THE WRONG RWY.

Time

Date : 200202

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CEC.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate

Make Model : PA-38 Tomahawk

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3400

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 300

ASRS Report : 538284

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING TO THE EUREKA ARPT TO PICK UP A CO-EMPLOYEE. THE WIND WAS LESS THAN 10 KTS FROM THE NW. THERE WERE OCCASIONAL FLOCKS OF GEESE VISIBLE IN THE AREA. I TAXIED TO RWY 29, AND AFTER RUN-UP AND PREFLT CHKS, I VISUALLY CHKED FOR TFC IN THE PATTERN. NO TFC OR HAZARDS WERE VISIBLE, SO I ANNOUNCED MY DEP INTENTIONS ON THE CTAF AND COMMENCED THE TKOF ROLL. I ROTATED NORMALLY, AND WAS CLBING THROUGH 50-100 FT WHEN I OBSERVED A FLOCK OF GEESE APPEAR FROM BEHIND THE TREE LINE BORDERING THE N SIDE OF RWY 29. THERE WERE AT LEAST 5 GEESE IN A CLASS 'V,' FLYING JUST ABOVE MY ALT, OFF MY R SIDE, FLYING ROUGHLY SBOUND ON A COLLISION COURSE WITH MY ACFT. I INITIATED A LEVELOFF HOPING THAT THE GEESE WOULD FLY OVER ME, BUT THE FLOCK APPARENTLY OBSERVED MY APCHING ACFT AND SCATTERED. A COUPLE OF THE BIRDS DOVE, WHILE THE OTHERS SEEMED TO GO UP, AND TO THE R. I FELT THAT A COLLISION WAS IMMINENT, AND THAT MY ONLY ESCAPE WAS TO THE L, SO I MADE A HARD L TURN. I LOST SIGHT OF THE BIRDS DURING THE TURN. I WAS NOW 50-100 FT OFF THE GND FLYING TOWARD THE ACR TERMINAL. EVEN THOUGH THERE WAS NO ACFT ON THE GND THERE, I DID NOT WISH TO DISTRESS ANYONE IN OR AROUND THE TERMINAL BUILDING, SO I MAINTAINED THE L TURN. I PASSED OVER THE NE CORNER OF AN AVIATION BUILDING AS I ROLLED OUT ON A SAFE HDG, AND SUSTAINED A HVY CLB. I CONTINUED THE FLT WITHOUT FURTHER INCIDENT. IN REFLECTION I AM NOT SURE WHAT OTHER MANEUVER I COULD HAVE PERFORMED WHICH WOULD HAVE SUCCESSFULLY EVADED A COLLISION WITH THE BIRDS. HOWEVER, IN THE FUTURE, I MAY CHOOSE SOMETHING WHICH WOULD ENABLE ME TO KEEP THEM IN SIGHT. I ALSO FEEL IT WORTH MENTIONING THAT THE LARGE STAND OF TREES ON THE N SIDE OF RWY 29 ACTED AS A VISUAL IMPAIRMENT IN THIS CASE. THESE TREES ALSO CAUSE MODERATE TO OCCASIONAL SEVERE TURB AT THE ARR END OF RWY 29 DURING THE SUMMER MONTHS, AND SHOULD BE REMOVED.

Synopsis :

A PA38 PLT, DEPARTING CEC, TOOK EVASIVE ACTION AT 100 FT TO AVOID A FLOCK OF GEESE.

ACN: 538543

Time

Date : 200202

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Altitude.MSL.Single Value : 10000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Operator.Common Carrier : Air Carrier

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538543

Person / 2

Function.Flight Crew : First Officer

Person / 5

Function.Controller : Departure

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENG VIBRATION IND

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Narrative :

AT 110 KTS ON TKOF ROLL AT LGA, A LARGE WHITE GULL FLEW INTO #2 ENG, CAUSING LOUD BANG, BUT NO IMMEDIATE ENG FLUCTUATIONS. CONTINUED TKOF. SMELLED ROASTED BIRD SHORTLY THEREAFTER THROUGHOUT ACFT, SO RECONFIGURED BLEEDS OFF #1 ENG ONLY, AND SMELL EVENTUALLY WENT AWAY. CLBING THROUGH 10000 FT, NOTICED VIBRATION INCREASING THROUGH 4 ON COCKPIT INDICATOR. DECLARED AN EMER WITH DEP AND NOTIFIED THEM OF OUR PLAN TO DIVERT TO EWR. COORDINATED EWR PLAN WITH DISPATCH. NOTIFIED PURSER OF THE PLAN, TOLD TO DO A CABIN ADVISORY, AND THEN BRIEFED THE PAX OF THE CHANGE IN PLANS. AFTER REVIEWING CHKLISTS, FO AND I DECIDED TO LEAVE #2 ENG IN IDLE FOR A PLANNED SINGLE ENG APCH AT EWR. (ENG WAS SET AT IDLE WHEN HIGH VIBRATION NOTED) FLEW UNEVENTFUL SINGLE ENG ILS TO RWY 4R AT EWR. SHUT DOWN #2 ENG AFTER LNDG. HAD FIRE CREWS LOOK US OVER PRIOR TO TAXIING IN TO GATE.

Synopsis :

A B737-300 FLC DIVERTS TO EWR AFTER INGESTING A BIRD IN THE #2 ENG ON TKOF FROM LGA, NY.

ACN: 538975

Time

Date : 200202

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model : Beech 1900

Mission : Passenger

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 538975

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

ON FEB/THU/02 AT XA50, I WAS COPLT FO. THIS ACFT IS A BEECHCRAFT 1900D MODEL. DURING TKOF, I WAS ALSO PNF AND AT APPROX 500 FT AGL WE STRUCK A LARGE BIRD. WE IMMEDIATELY NOTIFIED ZZZ TWR WE WISHED TO RETURN FOR LNDG. INITIAL INSPECTION DID NOT REVEAL ANY SIGNIFICANT DAMAGE. WE CONTINUED TO CLB TO 4000 FT MSL IN A XWIND AND LEVELED OFF IN THE DOWNWIND, RETURNING TO RWY 8. WHEN WE LEVELED OFF AND ACCELERATED IN THE DOWNWIND, THE BIRD'S CARCASS (WHICH WAS STUCK ON THE LEADING EDGE OF THE ACFT) DISLODGED ITSELF AND REVEALED A LARGE IMPACT DENT, HOLE AND NOW FUEL LEAK. THE BIRD'S CARCASS WAS HIDING THE DAMAGE AND UP TO THIS POINT WE DID NOT KNOW THE EXTENT OF THE DAMAGE. WITH THE CARCASS GONE WE COULD NOW CLRLY SEE A SUBSTANTIAL FUEL LEAK AND LARGE CRACK FROM TOP TO BOTTOM OF THE ACFT'S LEADING EDGE. WE IMMEDIATELY DECLARED AN EMER AND RPTED TO ZZZ APCH A 'SUBSTANTIAL FUEL LEAK.' WE WERE QUICKLY GIVEN A LNDG CLRNC AND SOON AFTER SAFELY LANDED. WE EVACED THE PAX THROUGH THE MAIN CABIN DOOR AND THE ZZZ FIRE DEPT FOAMED DOWN OUR R WING AND SURROUNDING TARMAC. THEY PLUGGED THE HOLE WITH A THICK AGENT AND THAT STOPPED THE FUEL LEAK. WHEN THE EVENT WAS OVER WE HAD LOST NEARLY 1200 LBS OF FUEL. THE CAPT AND I FILLED OUT ALL REQUIRED PAPERWORK, INCLUDING BIRD STRIKE FORM AND COMPANY INCIDENT RPT THE SAME EVENING.

Synopsis :

BEECH 1900 STRUCK BIRD AT 500 FT DURING INITIAL CLB RESULTING IN DECLARATION OF AN EMER AND RETURN LAND AFTER NOTICING A HOLE IN THE WING LEADING EDGE WHERE FUEL WAS LEAKING OUT.

Time

Date : 200202

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHX.Tower

Operator.Common Carrier : Air Taxi

Make Model : Beech 1900

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 3200

ASRS Report : 539451

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Environmental Factor

Narrative :

AT APPROX 500 FT AGL, A BIRD STRIKE OCCURRED ON THE OUTBOARD R WING. WE IMMEDIATELY INITIATED PLANS TO RETURN TO THE FIELD. UPON FURTHER INSPECTION ON DOWNWIND, A MAJOR FUEL LEAK WAS DISCOVERED AND AN EMER WAS DECLARED. WE LANDED AND DEPLANED ACFT ON TXWY C WITHOUT INCIDENT.

Synopsis :

A B1900 CREW, DEPARTING FROM PHX, HAD A BIRD STRIKE AT 500 FT, DAMAGING THE WING.

Time

Date : 200202

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BUF.Airport

State Reference : NY

Aircraft / 1

Controlling Facilities.TRACON : BUF.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 140

ASRS Report : 535459

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Last 90 Days : 65

ASRS Report : 539312

Person / 4

Function.Oversight : Coordinator

Person / 3

Function.Controller : Departure

Person / 5

Function.Oversight : Coordinator

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Airport

Narrative :

ON DEP BUF CLBING THROUGH APPROX 3000-3500 FT, FLOCK OF SEAGULLS WENT BY. SUSPECTED STRIKE OF 2 SEAGULLS ON LOWER R NOSE AREA. ACFT WAS IN CLEAN CONFIG, FLAPS AND GEAR UP. ALL INDICATIONS WERE NORMAL AT ALL TIMES -- ENGS, PRESSURE, VIBRATIONS INDICATIONS ALL NORMAL. CONTACTED DISPATCH AND MAINT. DISCUSSED AND DETERMINED SAFE TO CONTINUE TO ORD. MAINT COORD RECOMMENDED SAME. EVERYTHING REMAINED NORMAL FOR ENTIRE FLT. UPON ARR IN ORD, INSPECTED ACFT AND FOUND STRIKE ON LOWER PITOT AREA ON R SIDE AND SECOND STRIKE JUST INBOARD OF R ENG ON LEADING EDGE. NOTHING INTO ENG. MECH INSPECTED AND CONCURRED.

Synopsis :

2 BIRD STRIKES AT ABOUT 3300 FT WITH NO APPRECIABLE DAMAGE ON A B737 DEP BUF, NY.

Time

Date : 200203

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORL.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : MCO.TRACON

Controlling Facilities.Tower : ORL.Tower

Operator.General Aviation : Instructional

Make Model : PA-44 Seminole Turbo Seminole

Mission : Training

Person / 1

Experience.Flight Time.Total : 850

Experience.Flight Time.Last 90 Days : 250

ASRS Report : 539568

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

WE LANDED, STARTED A NORMAL TKOF, AND NOTICED NUMEROUS BIRDS ON RWY 25. WE ATTEMPTED AN ABORTED TKOF, BUT WERE OBVIOUSLY UNSUCCESSFUL. UPON PASSING THE BIRDS, WE DID NOT HEAR OR SEE ANY STRIKES, SO WE CONTINUED WITH A NORMAL TKOF ON THE REMAINING RWY. WE TOLD THE TWR OF THE BIRD ACTIVITY AND CONTACTED DEP. WHILE REQUESTED FURTHER PRACTICE APCHS, I NOTICED BIRD FEET STICKING OUT OF THE L ENG BEHIND THE PROP. WE CONTINUED AND DECIDED, AFTER CHKING ENG GAUGES AND PERFORMANCE, TO MAKE A LNDG ASAP. WE NOTIFIED OUR MAINT PERSONNEL.

Synopsis :

PIPER PA 44 BIRD STRIKE DURING TKOF ROLL. RETURN LAND FOR ACFT INSPECTION BY MAINT.

ACN: 539738

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Fokker 100

Mission : Passenger

Person / 1

ASRS Report : 539738

Person / 4

Function.Flight Crew : First Officer

Person / 6

Function.Controller : Departure

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 4

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Cabin Crew Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

SHORTLY AFTER TKOF, WHILE STILL IN MY JUMP SEAT, I HAD JUST FINISHED MAKING MY FIRST SET OF PA'S TO THE PAX. JUST AFTER THAT, WITHIN SECONDS, I HEARD A LOUD BANG SOUND. IT SEEMED ALMOST INSTANTLY A FOUL SMELL FILLED THE CABIN. I PICKED UP THE PHONE AND CALLED THE FLT ATTENDANT IN BACK AND ASKED HER IF SHE HEARD THE SOUND, SHE SAID NO, BUT THAT THE CABIN WAS FILLING WITH SMOKE AND THAT SHE HAD PULLED THE HALONS OUT. WHILE WE WERE ON THE PHONE, THE CAPT PICKED UP AND TOLD US TO 'STAND BY.' I KNEW THEN HE WAS AWARE THERE WAS A PROB AND THAT HE WOULD GET BACK WITH US. WE HUNG UP AND GOT OUT OF OUR JUMP SEATS SO THAT WE COULD OBSERVE WHAT WAS GOING ON SO WE COULD INFORM THE CAPT ONCE HE GOT BACK WITH US. IT WAS THEN THAT FIRST CLASS PAX AND PAX IN MAIN CABIN ON THE R SAID THAT WE HAD HIT A FLOCK OF BIRDS, WE EVEN SAW THE DAMAGE OF THE WING. AT THAT TIME I DIDN'T WAIT TO HEAR FROM THE CAPT -- I CALLED HIM BACK AND TOLD HIM EVERYTHING FROM THE DENT IN THE WING TO THE SMOKE THAT HAD DISSIPATED TO THE FOUL SMELL. SHORTLY AFTER WE WERE PREPARING FOR LNDG. EVERYTHING HAPPENED SO FAST AND I BELIEVE THE COCKPIT CREW WERE VERY PROFESSIONAL AND WE ALL REACTED QUICKLY, CALM AND AS PROFESSIONAL AS WE (FLT ATTENDANTS) COULD, EVEN THOUGH WE WERE SHAKEN UP.

Synopsis :

FOD BIRD STRIKE ON AN FK100 CREATES SMOKE AND FUMES WITHIN THE ACFT WHICH HAS TO RETURN LAND AT DFW, TX.

Time

Date : 200203

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BNA.Airport

State Reference : TN

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : BNA.TRACON

Controlling Facilities.Tower : BNA.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Business

Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : BNA.TRACON

Controlling Facilities.Tower : BNA.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Controller : Approach

ASRS Report : 540461

Person / 2

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ARPT AUTH CLOSED RWYS 31, 2R/2C FROM XA15 TO XB15 FOR BIRD ACTIVITY. THE WIND WAS 310 DEGS AT 20 KTS. THE ACFT ON FINAL WERE BROKEN OUT FOR RESEQUENCING TO RWY 2L. TWR SENT A B737 AROUND, E AND W ARR STARTED SEQUENCING FOR RWY 2L. TWR TRIED TO LAND B737 ON RWY 2C WHILE W WAS TURNING INTO RWY 2C. PLT SAID THEY HAD VISUAL AND WERE TOLD TO FOLLOW MD80. IT APPEARED THE MD80 TURNED TOWARD THE B737 AND CLBED. B737 THEN REACTED TO MD80, BY TURNING AND CLBING.

Synopsis :

BNA TWR ATTEMPTS TO CIRCLE A B737 FROM RWY 31 TO RWY 2C WHICH CONFLICTS WITH AN MD80 CIRCLING TO SAME RWY. BOTH ACFT EXECUTE ESCAPE MANEUVERS. RWY CLOSURE INITIATED BY ARPT DUE TO BIRD ACTIVITY.

Time

Date : 200203

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport

State Reference : VA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 1200

Aircraft / 1

Controlling Facilities.Tower : IAD.Tower

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 810

Experience.Flight Time.Last 90 Days : 241

Experience.Flight Time.Type : 307

ASRS Report : 541073

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON TKOF AT IAD RWY 30, WE PENETRATED A FLOCK OF WILD TURKEYS FLYING PERPENDICULAR TO THE RWY. THE BIRDS, WHICH HAD BEEN STATIONARY WHEN WE BEGAN OUR TKOF ROLL, BECAME AIRBORNE AS WE WERE PASSING APPROX 100 KTS. AT APPROX 110-120 KTS, WE SUSTAINED A MAJOR IMPACT TO THE R-HAND WINDSHIELD. THE FORCE OF THE IMPACT SHATTERED THE WINDSHIELD. V1/VR WERE CALCULATED AT 150 KTS FOR THAT TKOF. THE CAPT PERFORMED A HIGH SPD REJECT AND TAXIED CLR OF THE RWY. AFTER SURVEYING THE DAMAGE AND CONFERRING WITH OUR OPS PERSONNEL, WE TAXIED BACK TO THE GATE TO DEPLANE THE PAX. UPON POSTFLT INSPECTION, IT WAS ALSO REVEALED THAT A SECOND BIRD WAS INJECTED INTO THE R-HAND ENG. GIVEN OUR POS IN THE TKOF ROLL AND THE SUDDEN MOVEMENT OF THE FLOCK, IT WAS IMPOSSIBLE FOR US TO HAVE AVOIDED THE COLLISION. THANKS TO THE SUDDEN RESPONSE OF THE CAPT, WE WERE ABLE TO SUCCESSFULLY ABORT THE TKOF. NO INJURIES WERE FOUND AMONGST THE 3 CREW MEMBERS OR 50 PAX.

Synopsis :

ABORTED TKOF PERFORMED AFTER A BIRD STRIKE SEVERELY DAMAGES THE FRONT R COCKPIT WINDOW OF A CL65 ON TKOF AT IAD, VA.

Time

Date : 200203

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MCI.Airport

State Reference : MO

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MCI.TRACON

Operator.Common Carrier : Air Carrier

Make Model : A319

Mission : Passenger

Person / 1

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1000

ASRS Report : 543425

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Environmental Factor

Narrative :

ON CLB, APCHING 7500 FT, WE NOTICED A FLOCK OF BIRDS AT 12 O'CLOCK POS. I TURNED OFF THE AUTOPLT AND MANUALLY LEVELED THE ACFT TO REMAIN BELOW THE FLOCK AND TO AVOID FLYING THROUGH THE FLOCK. AS WE APCHED THE FLOCK, SOME BIRDS SCATTERED AND STARTED TO DIVE TOWARD THE ACFT. 1 BIRD STRUCK THE RADOME. WIND NOISE INDICATED TO ME THAT THE RADOME MAY HAVE BEEN PENETRATED. WE RETURNED TO MCI FOR AN UNEVENTFUL LNDG. INSPECTION REVEALED DAMAGE TO THE RADOME. THE TYPE OF BIRD WAS A SEAGULL.

Synopsis :

BIRD STRIKE MANDATES A RETURN LAND FOR THE FLC OF AN A319 AT 7500 FT, 10 MI SW OF MCI, MO.

Time

Date : 200204

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SPIM.Airport

State Reference : FO

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 543898

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Vibration Ind

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Diverted To Another Airport

Resolutory Action.Flight Crew : Landed In Emergency Condition

Resolutory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

ON DEP FROM RWY 33 AT LIMA USING MAX PWR DUE TO ACCEPTABLE TAILWIND WE BEGAN OUR TKOF ROLL. PRIOR TO ROTATION I NOTICED WHAT LOOKED LIKE A BIRD RUNNING ACROSS THE RWY IN FRONT OF THE ACFT. SEEING NORMAL ENG INDICATIONS WE CONTINUED THE TKOF. ONCE IN THE AIR, I NOTICED A LOW PITCHED RUMBLING SOUND FOLLOWED BY THE R ENG VIBRATIONS INDICATOR TURNING AMBER AND DISPLAYING THE NUMBER 5. WE NOTIFIED ATC THAT WE HAD A PROB AND WANTED TO RETURN TO THE FIELD. THE FLT ATTENDANTS THEN CALLED TO TELL US THEY HEARD A LOUD RUMBLING AND THAT THEY SAW SPARKS COMING FROM THE COWL AREA OF THE R ENG. I THEN DECLARED AN EMER AND WE RECEIVED VECTORS BACK FOR AN APCH TO RWY 15. I NOTIFIED THE FLT ATTENDANTS THAT WE DID NOT ANTICIPATE AN EVAC AND THAT THEY SHOULD NOT BEGIN ONE WITHOUT HEARING FROM ME. WHEN THE THROTTLE OF THE R ENG WAS RETARDED, THE VIBRATION INDICATOR RETURNED TO NORMAL SO THE ENG WAS NOT SHUT DOWN. LNDG WAS MADE OVERWT, AT 238000 LBS AND TOUCHDOWN WAS SMOOTH. UPON RETURNING TO THE GATE AND SHUTTING DOWN, WE OBSERVED THAT 2 ENG FAN BLADES WERE BENT, APPARENTLY FROM THE IMPACT WITH WHATEVER WE HIT, BELIEVED TO BE A BIRD.

Synopsis :

A B757 CREW, DEPARTING LIMA (SPIM), INGESTED A BIRD(S) INTO THE R ENG ON TKOF, REQUIRING A RETURN TO DEP ARPT WITH AN OVERWT LNDG BEING MADE.

ACN: 544369

Time

Date : 200204

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : OH

Environment

Flight Conditions : VMC

Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Person / 1

Experience.Flight Time.Total : 788

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 370

ASRS Report : 544369

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

WHILE ON AN INST TRAINING FLT AND AFTER TRANSITIONING TO A VISUAL APCH INTO YOUNGSTOWN ELBER METRO ARPT (4G4), THE C172 OF WHICH I WAS ABOARD CONTACTED A DEER ON THE GND KILLING IT. THIS CONTACT TOOK PLACE AT NIGHT WHILE TRACKING RWY CTRLINE AND WHILE CONFIGURED IN THE FLARE PHASE OF FLT. GREAT FORWARD VISIBILITY DID NOTHING TO FOREWARN THE COMPETENT PVT PLT AT THE CTLS OF ANY DEER THAT MIGHT EXIST IN THE VICINITY. A DOE RAN UNDERNEATH THE ACFT WHILE IT WAS ABOUT TO LAND AND DIED AS A RESULT OF A FATAL BLOW TO ITS HEAD CAUSED BY THE ACFT'S L LNDG GEAR STRUT. THE ACFT WAS RULED AIRWORTHY AND IN AN UNDAMAGED STATE BY MECH WHO EVALUATED IT THE FOLLOWING DAY. IT IS BELIEVED THAT AS DEER APPARENTLY COMMUNE NEAR THE THRESHOLD AND FIRST 1/3 OF RWY 10 AT 4G4. FURTHER INCIDENT AT NIGHT CAN BE AVOIDED IF RWY 28 IS USED WHENEVER POSSIBLE, OR IF SMALLER ACFT USING RWY 10 SIMPLY LAND LONG.

Synopsis :

A C172 INSTRUCTOR AND STUDENT ENCOUNTERED A DEER DURING LNDG FLARE AT YOUNGSTOWN, OH (4G4), STRIKING IT WITH THE L LNDG GEAR.

Time

Date : 200204

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DAB.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : DAB.TRACON

Operator.General Aviation : Personal

Make Model : Centurion/Turbo Centurion 210c

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 25000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 100

ASRS Report : 544550

Person / 2

Function.Controller : Departure

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

TOOK OFF RWY 23 AT 7FL6 (SPRUCE CREEK). SAW FLOCK OF LARGE BIRDS IN PATH. TURNED 90 DEGS R (N). CLRED AND BEGAN TURN BACK TO W. SAW ANOTHER FLOCK OFF L. DELAYED TURN, THEN MADE HARD TURN BACK TO W AND CONTACTED DAYTONA DEP CTL. GOT VECTORS FURTHER W THEN N. MAY HAVE BEEN IN DAB CLASS C AVOIDING BIRDS. IN FUTURE, I WILL BE IN TOUCH WITH DEP CTL SOONER. HAD PLANNED TO STAY OUT BY STAYING LOW/RWY HDG. BIRDS CHANGED PATH.

Synopsis :

C210 PLT MAY HAVE ENTERED DAB CLASS C AIRSPACE WITHOUT CLRNC WHEN AVOIDING BIRDS.

ACN: 555364

Time

Date : 200207

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Environment

Ceiling.Bound Lower : 1000

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 555364

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 555171

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative :

TAKING OFF ON RWY 1L, AT ROTATION A FLOCK OF BIRDS WERE ENCOUNTERED WHICH WE COULD NOT AVOID. ESTIMATED SIZE OF FLOCK WAS 40-50 LARGE SIZE BIRDS. WE COULD HEAR NUMEROUS THUMPS AND THUDS AND IMMEDIATELY SMELLED BURNING FOWL. I THOUGHT WE WOULD HAVE A PROB WITH EITHER ONE OF THE ENGS, BUT THEY CONTINUED TO OPERATE NORMALLY. WE CONTINUED THE CLB AND LEVELED OFF AT 5000 FT. WE ASSESSED THE ENG'S CONDITION WHICH APPEARED NORMAL. WE CONTACTED DISPATCH AND MAINT AND I RELAYED THE INFO TO THEM. ALL INDICATIONS BEING NORMAL. THE AIRPLANE WAS OPERATING NORMAL SO WE DECIDED TO CONTINUE ON TO ZZZ1. WE TOLD THE FLT ATTENDANTS OF THE SIT. THERE WERE 2 DEADHEADING PLTS ON BOARD AND THEY ASSESSED THE CO-INVITATION OF THE ENG, BEING NORMAL. I INFORMED THE PAX THAT WE WOULD CONTINUE ON TO ZZZ1. WE CRUISED AT FL210 AND THE REMAINDER OF THE FLT WAS NORMAL. UPON INSPECTION OF THE ACFT WE FOUND AT LEAST 8 DIFFERENT IMPACT POINTS ON THE ACFT. BOTH ENGS SHOWED DAMAGE TO THE FAN BLADES.

Synopsis :

A B757-200 ON ROTATION STRUCK A FLOCK OF LARGE BIRDS INCUR FAN BLADE DAMAGE.

Time

Date : 200208

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 555876

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

MULTIPLE BIRD STRIKES BY BLACK BIRDS ON TKOF ROLL APPROX 110 KTS. STRUCK ABOVE FO'S WINDSCREEN AND L WING INNER BOAT TAIL/PYLON. CONTINUED TKOF AND HAD BIRD STRIKE INSPECTION DONE IN LIT. NO DAMAGE NOTED TO ACFT OR ENGS BY MAINT AT LITTLE ROCK.

Synopsis :

MD80 FLC HAS BIRD STRIKES DURING TKOF FROM DFW.

ACN: 555950

Time

Date : 200208

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BED.Airport

State Reference : MA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BED.Tower

Operator.General Aviation : Corporate

Make Model : Learjet 60

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11700

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 750

ASRS Report : 555950

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DURING TAXI, SEVERAL FLOCKS OF NUMEROUS SMALL BIRDS WERE OBSERVED ON GND AND INFLT AROUND ARPT. RWY 29 HAD A DOZEN CANADIAN GEESE IN THE TOUCHDOWN ZONE. MY FLT WAITED FOR TWR TO OPEN (MASSPORT WASN'T MONITORING CTAF), ADVISED OF THE SIT AND REQUEST MASSPORT TO SEND A VEHICLE TO CLR THE BIRDS. DURING THE 15 MIN DELAY, TWR CALLED US SEVERAL TIMES TO SAY HE DIDN'T SEE ANY BIRDS. THE ASTRA JET BEHIND US DEPARTED PRIOR TO THE RWY BEING CHKED AND ENCOUNTERED A FLOCK OF 50+ SMALL BIRDS JUST PRIOR TO ROTATION. THERE WERE ALSO 2 ARRS TO THE XING RWY. NEITHER WAS ADVISED OF THE 'FOWL' CONDITIONS BY TWR. DURING THE SECOND ARR, AN ARPT VEHICLE STARTED CLRING THE BIRDS. THIS CAUSED THE CANADIAN GEESE TO TAKE OFF. THEY FLEW THROUGH THE RWY 23 APCH ZONE AT 100-200 FT AS THE OTHER ACFT WAS ARRIVING. I ADVISED IN THE BLIND OVER TWR FREQ THE DIRECTION, POS AND ALT THE GEESE WERE FLYING. NO ACKNOWLEDGEMENT FROM TWR OR THE OTHER ACFT. AFTER MASSPORT CLRED THE RWY AND I VISUALLY CHKED FOR BIRDS, MY FLT DEPARTED. JUST PRIOR TO V1, 20 OR SO SMALL BIRDS TOOK OFF FROM THE GRASS AND CROSSED IN FRONT OF MY FLT. THERE WAS 1 BIRD STRIKE FORWARD OF THE CAPT'S PITOT PROBE ON THE NOSE. THERE WAS NO DAMAGE. IT APPEARS THAT ATC AND PLTS ARE GETTING COMPLACENT ABOUT WILDLIFE. YET EVEN WITH ALL AVAILABLE PRECAUTIONS TAKEN, MY FLT HAD A BIRD STRIKE. AT LEAST IT WASN'T A GOOSE.

Synopsis :

BIRD STRIKE ON AN LR60 DURING TKOF ROLL AT BED, MA.

Time

Date : 200208

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Operator.Common Carrier : Air Carrier

Make Model : A320

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 556179

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

HIT BIRD ON SHORT FINAL. HIT UNDERSIDE OF ACFT.

Synopsis :

A320 BIRD STRIKE ON SHORT FINAL TO DCA.

ACN: 556657

Time

Date : 200208

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GGG.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate

Make Model : Baron 58/58tc

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5200

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 85

ASRS Report : 556657

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Narrative :

AFTER TKOF, I WAITED A FEW SECONDS TO RAISE THE GEAR. IT WAS THEN THAT I SAW A LARGE BLACK BIRD CIRCLING DIRECTLY AHEAD OF ME. IN A MICROSECOND, I THOUGHT THAT THE BIRD WOULD NOT SEE ME BECAUSE HE WAS SPIRALING IN THE THERMAL WITH HIS BACK TO ME. I THOUGHT SURELY HE WOULD HEAR ME AND DIVE AWAY, BUT THEN I REALIZED THAT OUR CLOSURE RATE WAS VERY FAST AND HE MIGHT NOT HEAR ME UNTIL IT WAS TOO LATE. I ALSO REALIZED THAT BEING DIRECTLY IN FRONT OF ME WOULD PUT HIM IN A POS TO CRASH THROUGH THE WINDSHIELD. IT ALL HAPPENED TOO FAST THAT I CANNOT HONESTLY SAY I ADDED ANY R RUDDER. HOWEVER, MY NATURAL INSTINCT FOUND ME LEANING IN MY SEAT TO THE R AND PERHAPS SUBCONSCIOUSLY ADDING SOME SMALL AMOUNT OF R RUDDER. IN THE MICROSECOND BEFORE HE IMPACTED THE L WING, EXACTLY WHERE THE STALL VANE IS, I SAW HIS FLT PLAN CURVE LIKE A BASEBALL CURVE BALL. I THOUGHT HE MIGHT GO THROUGH THE L PROP, HOWEVER, HE DID NOT.

Synopsis :

BEECH BE58 CPR PLT TOOK EVASIVE ACTION AFTER TKOF WHEN OBSERVING A BIRD DIRECTLY IN FRONT OF HIM WHICH HE WAS OVERTAKING. THE BIRD STRUCK THE STALL WARNING VANE ON THE L WING.

Time

Date : 200208

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TUS.Airport

State Reference : AZ

Environment

Flight Conditions : VMC

Ceiling.Single Value : 12500

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 250

ASRS Report : 558321

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 10000

ASRS Report : 558320

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENG INLET

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

I WAS NOTIFIED BY THE MORNING CREW ON AUG/SAT/02 THAT SOME FEATHERS WERE FOUND ON THE WALKAROUND IN ONE OF THE ENGS. I WAS THE FO ON THE AUG/FRI/02 EVENING CREW AND COMPLETED THE POSTFLT WALKAROUND. I CHKED BOTH ENGS WITH MY FLASHLIGHT (INTAKE, BYPASS AND TURBINE SECTIONS) AND ALSO THE WING AND FLAP SECTIONS. I DIDN'T SEE ANYTHING ABNORMAL. THE MORNING CREW WAS DELAYED. I ALWAYS DO A COMPLETE POSTFLT, BUT APPARENTLY DID NOT SEE THE FEATHERS.

Synopsis :

B737-300 RELIEVING FLC FOUND BIRD FEATHERS LODGED IN ONE ENG DURING PREFLT WALKAROUND INSPECTION.

Time

Date : 200208

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Operator.Common Carrier : Air Carrier

Make Model : B767 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Type : 2739

ASRS Report : 558530

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 138

Experience.Flight Time.Type : 371

ASRS Report : 558109

Person / 4

Function.Controller : Local

Person / 6

Function.Oversight : Coordinator

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Environmental Factor

Narrative :

FO LEG, JUST AS I WAS GOING TO SAY V1, I SAW 2 BIRDS 20 FT L OF THE CTRLINE. THE FO SAID HE SAW BIRDS ON THE CTR AND DODGING L AND R. WE HEARD 4-5 COMPRESSOR STALLS. SINCE MY HANDS WERE STILL ON THE THROTTLES, I PULLED THE PWR LEVERS BACK, BUT WHEN I SAW WE WERE AT V1, I PUT THEM BACK UP. I FELT IT WAS SAFER TO CONTINUE THAN TO ABORT BECAUSE OF OUR SPD AND WATER OFF THE END OF THE RWY. THROTTLES WERE BACK UP BEFORE THE ENG COULD DECELERATE, ABOUT 1 SECOND. AS WE THEN TOOK OFF, NO MORE COMPRESSOR STALLS HAPPENED. BOS TWR SAID THEY SAW A LARGE AMOUNT OF FIRE FROM OUR L ENG. AFTER CLEANING UP ALL ENG INDICATIONS WERE NORMAL, EXCEPT 691 IN WHITE ON L EGT. I HAD DIFFICULTY DECIDING THE CORRECT QRC. I THINK 'HIGH EGT/COMPRESSOR STALLS' SHOULD HAVE ITS NAME REVERSED AND OVERWT LNDG INFO SHOULD BE INCLUDED. AFTER COMPLETING THE QRC, IT SAID OPERATE THE ENG NORMALLY. I MADE AN ANNOUNCEMENT THAT WE HAD HIT BIRDS AND THAT THE ENGS WERE RUNNING NORMALLY AND THAT THEY COULD EXPECT A NORMAL LNDG IN BOS. I ALSO TALKED TO THE 'A' AND SAID JUST TO DO A CABIN ADVISORY. I TALKED TO DISPATCH AND IT TOOK A WHILE FOR THEM TO GET HOLD OF MAINT. I TOLD THEM I INTENDED TO MAKE AN OVERWT LNDG ON THE LONG RWY 4R AT BOS -- 286000 LBS VERSUS 272000 MAX. I COULD NOT FIND ANY PROC FOR THAT. I MADE A SOFT NORMAL LNDG AND SLOWED WITH DECREASING AUTOBRAKES AND REVERSE THRUST. I FELT THAT AN OVERWT LNDG WAS THE PRUDENT COURSE OF ACTION BECAUSE OF THE ENGS SUFFERING POSSIBLE DAMAGE. WE ROLLED TO THE END. THE FIRE TRUCKS RPTED ALL NORMAL. SO WE TAXIED TO THE GATE. DURING THE FLT WE RECEIVED MULTIPLE CABIN CHIMES AND IT WOULD HAVE BEEN EASIER IF ALL OTHER FLT ATTENDANTS HAD RELAYED WITH THE FIRST FLT ATTENDANT. AFTER THE FLT, THE MECHS SAID THEY FOUND EVIDENCE OF BIRDS IN BOTH ENGS, THE COWLING INLET, AND WING LEADING EDGE OF THE L WING ROOT AND WERE GOING TO CHK THE FLAPS AS WE WERE LEAVING. SUPPLEMENTAL INFO FROM ACN 558109: CAPT STARTED TO PULL THROTTLES BACK, BUT WE BOTH REALIZED WE WERE AT VR BY THEN, SO HE PUT THEM BACK AND I ROTATED AT ABOUT V2. I INITIALLY THOUGHT AFTER THE TWR CALL THAT #1 FAILED, BUT PLANE TRACKED NORMALLY. CAPT INFORMED ME THAT ENGS WRE RUNNING OK. FIRST REAL ISSUE WAS A SHORT DEBATE ABOUT WHAT CHKLIST TO RUN. I ADVOCATED THE COMPRESSOR STALL HIGH EGT, BUT CAPT WAS CONCERNED ABOUT SHUTTING DOWN A GOOD ENG. WE HAD A SHORT DISCUSSION AND AGREED THAT THIS WAS THE APPROPRIATE CHKLIST AND WOULD NOT HAVE US SHUT DOWN THE ENG. WE BURNED GAS, ELECTED TO LAND SLIGHTLY OVERWT, REQUESTED TRUCKS, AND DID NOT DECLARE EMER.

Synopsis :

B767 FLC HAS NUMEROUS BIRD STRIKES DURING TKOF FROM BOS.

Time

Date : 200208

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Person / 1

ASRS Report : 560380

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Resolutory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Diverted To Another Airport

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative :

WE HAD SMOKE IN THE CABIN AND THE SMELL OF BURNING MATERIAL. WE HAD JUST LEFT THE GND. WE TURNED AROUND. WE BRIEFED THE PAX. WE LANDED AND TAXIED TO THE GATE. THE FIRE DEPT EMT RESCUE WERE PRESENT. PAX DEPLANED BY THE WAY OF THE JETWAY, FORWARD ENTRY DOOR. NO PAX OR FLT ATTENDANTS WERE INJURED. IT WAS DETERMINED BY THE MECHS THAT WE HIT A LARGE BIRD. R ENG INGESTED BIRD.

Synopsis :

INGESTION OF A LARGE BIRD INTO THE ENG OF AN MD80 ON TKOF RESULTS IN SMOKE AND A SMELL IN THE CABIN FOLLOWED BY A RETURN TO LAND.

ACN: 561430

Time

Date : 200209

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GRR.Airport

State Reference : MI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : GRR.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Type : 1428

ASRS Report : 561430

Person / 2

Function.Flight Crew : First Officer

Person / 5

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Environmental Factor

Narrative :

BIRD STRIKE JUST AFTER LIFTOFF RWY 17 AT GRR. DID NOT FEEL ANY IMPACTS. SHORTLY THEREAFTER, WE NOTICED A HUMMING NOISE AND A SLIGHT VIBRATION IN THE FLOOR. CONTINUED TO LEVEL OFF AT 12000 FT AND WHEN PWR WAS REDUCED, HUMMING AND VIBRATION ALMOST IMPERCEPTIBLE. ALL ENG PARAMETERS WERE NORMAL. CONTACTED DISPATCH AND MAINT AND WE ALL AGREED TO CONTINUE TO DEST. VIBRATION RETURNED ON FINAL WITH A HIGHER PWR SETTING. POSTFLT INSPECTION REVEALED A BIRD STRIKE IN #2 ENG WHICH HAD BENT THE TIPS OF 3 BLADES. NO OTHER DAMAGE NOTED.

Synopsis :

B737-300 CREW HAD A BIRD STRIKE JUST AFTER LIFTOFF THAT DAMAGED #2 ENG.

Time

Date : 200210

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GSO.Airport

State Reference : NC

Environment

Flight Conditions : IMC

Ceiling.Single Value : 500

Aircraft / 1

Controlling Facilities.Tower : GSO.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 8000

ASRS Report : 562743

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 7500

ASRS Report : 562749

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Narrative :

FLT WAS CROSSING RWY 23 THRESHOLD IN GSO DURING AN ILS APCH WHEN A FLOCK OF GEESE CAME INTO VIEW FROM BELOW ON THE FO'S SIDE OF THE ACFT. SEVERAL GEESE MADE CONTACT WITH THE ACFT PRIOR TO TOUCHDOWN. LNDG UNEVENTFUL TAXIED TO THE GATE. THERE WAS NO BIRD ACTIVITY RPTD BY TWR NOR WAS ANY INFO MENTIONED IN THE ATIS RPT.

Synopsis :

B737-300 ON A GSO ILS APCH ENCOUNTERED FLOCK OF GEESE RESULTING SOME GEESE STRIKING ACFT.

Time

Date : 200212

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PTK.Airport

State Reference : MI

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Marginal

Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON

Controlling Facilities.Tower : PTK.Tower

Make Model : Learjet 35

Mission : Business

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Experience.Flight Time.Total : 1850

Experience.Flight Time.Last 90 Days : 190

Experience.Flight Time.Type : 180

ASRS Report : 569346

Person / 2

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14800

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 4100

ASRS Report : 569344

Person / 4

Function.Controller : Local

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE BEING VECTORED FOR THE LOC BACK COURSE FOR RWY 27L AT PONTIAC, MICHIGAN, WE WERE EXPERIENCING MODERATE RIME AND MIXED ICING CONDITIONS WITH 2 1/2 MI VISIBILITY. ATC ISSUED US A FINAL VECTOR WITH THE CLRNC 'MAINTAIN 3000 FT UNTIL ESTABLISHED.' ONCE ESTABLISHED, WE BEGAN OUR DSCNT TO THE PUBLISHED 2300 FT. AT 2500 FT, APCH CTL CALLED US WITH AN ALT ALERT RPTING THE ALTIMETER SETTING TO BE 29.59, WHICH CONFLICTED WITH THE CURRENT ATIS, WHICH RPTED AN ALTIMETER SETTING OF 29.49. FURTHERMORE, APCH HAD PREVIOUSLY RPTED AN ALTIMETER SETTING OF 29.59. ONCE WE REACHED 2300 FT, WE HAD NUMEROUS BIRD STRIKES, WERE SWITCHED TO TWR CTL, WHICH ISSUED US AN ALT ALERT WITH AN ALTIMETER SETTING OF 29.49, ANTISKID LIGHTS WERE ILLUMINATED, AND THE STICK PULLER ACTIVATED. I TOLD THE CAPT WE WERE 300 FT BELOW THE 2300 FT MIN ALT, HE ACKNOWLEDGED MY STATEMENT, AND I FINISHED CHKING THE ITEMS ON THE CHKLIST ADDRESSING THE ANTISKID AND STICK PULLER. AT THIS TIME, THE CAPT TOOK OVER VISUALLY AND LANDED. ONCE WE EXITED THE PLANE, WE SAW NUMEROUS BLOOD SPOTS ON THE L SIDE OF THE FUSELAGE AND GEAR, HOWEVER, THERE WAS NO DAMAGE TO THE AIRPLANE. I FEEL THAT THE BEST WAY TO AVOID THIS SIT, WOULD HAVE BEEN TO EXECUTE A MISSED APCH, RATHER THAN TRYING TO COMPLETE CHKLISTS, HANDLE BIRD STRIKES, AND TALK TO ATC.

Synopsis :

LJ35 LOC RWY 27L, PTK, DSNDDED BELOW PUB ALT, EXPERIENCED BIRD STRIKES.